

Continued from the First Page.

to the coal operators, and to the workmen themselves.

Nearly all the miners and laborers at the several anthracite coal-fields of Pennsylvania are united in an organization known as the Workingmen's Benevolent Association, the avowed object of which is to protect the individual members by securing a uniform rate of wages, based upon and rising and falling with the market price of coal.

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These questions are, of course, to be settled entirely by the operators and the workmen themselves, but as the frequency of strikes and the uncertainty and irregularity of the supply of coal seriously affects the great manufacturing interests of the Schuylkill and Lehigh valleys, it is the duty of the company, the managers have thought it advisable to announce, and they will enforce, such a policy in the adjustment of tolls as will probably prevent the recurrence of any long continued strike in the future.

In view of the long suspension of the past year the stockholders of the Lehigh Valley Railroad Company upon the fact that the coal tonnage has been greater than of any previous year, with the exception of 1869, that while the charges for transportation upon coal have been reduced, the expenses for the past seven years past, the rates of passenger fares reduced 10 per cent, below what they were in 1869, and the charges for merchandise and other goods as low as or probably lower than those of any other road in Pennsylvania, the total expense of operating the road for the year has been but 68 per cent of the great receipts, and the net profit has been over three millions of dollars.

The entire coal tonnage of the main line for the year was 3,700,000 tons, an amount of 1,000,000 tons of coal transported on the main line and branches was 4,631,504, leaving 882,014 as the tonnage of the Lehigh Valley Railroad Company for the year. During the four months ending November 30, the coal tonnage of the road was greater than that of any four months of any previous year.

Notwithstanding the reduction of rates and the increase of travel and merchandise traffic, which always attend a suspension of the coal trade, the receipts for the year, including the Lehigh Valley Railroad Company, have been greater during the last year of the Company's existence. The condensed table accompanying this report shows the receipts from these sources for each year since 1860, and the expenses, which are gratifying facts that they have increased from \$222,247 in 1860 to \$984,288 in 1870, and \$972,496 in 1871.

During the year new cars and engines to the value of \$267,000 have been purchased, and it is expected to be productive during the coming year. The system of railroads now controlled and worked by the company is the best and most complete of any shown in detail by the accompanying report of the Chief Engineer, and to operate all of these lines together with the Schuylkill and Lehigh Valley Railroad Company, it requires the services of a force of over 12,000 employees.

was 17,051 tons, which cost to roll an average of \$21.20 per ton. The following statement exhibits in detail the number of tons of coal transported by the company during the last three years, with the quantity of each year's product worn out up to November 30, 1870, and the aggregate of 43,855 tons only 1927 tons, or less than 5 per cent, of the entire amount, has been removed from the road.

Table with columns: Year, Tons, Total. Rows for 1868, 1869, 1870, and Total.

During the year four more steam locomotives have been added to the property of the company—two of 800 tons burthen, and two of 1000 tons each—, together with the two of 600 tons burthen constructed during the year.

The difficulty of obtaining coal freights during the suspension of business, the Lehigh Valley Railroad Company, together with the cost of remedying several defects in their original construction, so greatly increased the expense of the line, that the company had the line in debt. The profits for the single month of November being greater than the credit balance of the entire year.

The several companies known as the Mahanoy and Lehigh Valley Railroad Company, the Mahanoy Valley Railroad Company, the Enterprise Railroad Company, the Shamokin and Trevelyan Railroad Company, and the Lehigh Valley Railroad Company, have been merged into one corporation, called the Mahanoy and Shamokin Railroad Company, and the investment of the company in all these lines has always been consolidated in the hands of the Treasurer's general account, under the head of Mahanoy and Shamokin Railroad Company's stock.

Annexed to the report will be found the usual detailed statement showing the amount of property added to the capital of the company during the year, and also showing the amount of new work charged to income account, as representing the difference between gold and currency upon the issue of the new convertible bonds issued during the year.

On the 12th of July last, after a negotiation of many months, the company entered into a lease and contract with the Schuylkill Navigation Company, and took possession of the works and property of the latter company, thus terminating, in a friendly manner, the long and vexatious litigation between the holders of the securities of both companies, a rivalry that had existed so many years. A full copy of the lease and contract is annexed to the report for the examination of the stockholders.

The business of the canal since the date it passed into the control of this company is shown by the following table:

Table with columns: Receipts from coal, Receipts from merchandise, Expenses—Repairs, Current expenses, Expenses on landings, Total.

With moderate prices and a continuous trade for 1871, it is believed that the market will take fully 1,500,000 tons more than were produced in 1870. The experience of the past year, and the suspension of the coal trade, which resulted so disastrously to them, seem to afford some guarantee that the business of the company will not soon again be suspended for any great length of time by similar causes.

The Board of Fire Commissioners are making extensive alterations in the office of the Chief Engineer, southwest corner of Fifth and Chestnut streets. A force of workmen were on hand this morning, having commenced an assault on the building in order to make more room and provide better accommodations for the members of the board.

matters therein mentioned, and the leases and contracts with the Schuylkill Navigation Company, the Philadelphia, Germantown, and Norristown Railroad Company, the Chestnut Hill Railroad Company, and the Plymouth Railroad Company, are ratified and approved.

The following gentlemen were unanimously elected officers for 1871: President—Franklin B. Gowen, Managers—L. Pratt McKean, A. E. Borie, R. B. Caben, J. B. Lippincott, John Ashhurst, Charles E. Smith, Treasurer—Samuel Bradford, Secretary—J. W. Jones.

CITY INTELLIGENCE.

STATE REVENUE.

The Revenue Derived from Philadelpia by the State—Its Amount and Source During the Past Five Years.

Table with columns: Year, Total, Tax on corporations, Tax on real estate, etc.

The following summary of our steam and city passenger railroad companies, insurance companies, banks and business associations held their annual meetings, at which, to serve for the ensuing year, they elected officers. The new officials are thus announced:

Reading Railroad Branches.—At a meeting of the stockholders of the Mahanoy and Shamokin Railroad Company, the Lehigh Valley Railroad Company, East Mahanoy, Port Kennedy, East Pennsylvania and Lorberry Creek Railroad Companies held this morning, at No. 227 South Fourth street, the following officers were elected for the ensuing year: President, Frank B. Gowen, Directors, H. P. McKean, A. E. Borie, R. B. Caben, J. B. Lippincott, John Ashhurst, and Charles E. Smith.

Lehigh Valley.—President, Asa Packer, Directors, Charles Hartshorne, William W. Longstreth, H. Gillingham, John P. Taylor, John Johnston, William H. Gatzmer, David Thomas, Ashbel Welch, Edward H. Trotter, Arlo Pardee, William L. Conyngnam, Edward Roberts, William A. Ingham.

Pennsylvania and New York Central.—President, Robert H. Sayre; Directors, C. F. Welles, Asa Packer, William W. Longstreth, Charles Hartshorne, Robert A. Packer, Victor E. Pliot, Garret B. Linderman, J. H. Swayer, John J. Taylor, Robert Lockhart, John W. Hollibaugh, William S. Sayre, Jr.

Second and Third.—President, Robert F. Taylor; Directors, Leonard Peterson, John P. Steiner, Benjamin F. Haddy, William Anspach, Andrew J. Holman, William Eisenberg, M. Hall Stanton, Alexander M. Fox, George M. Freeman, John Eisenberg, Jr., Joseph H. Dulles, Pearson S. Peterson.

Enterprise.—F. Hatchford Starr, President; Thos. H. Montgomery, Vice-President; Alexander W. Wister, Secretary; Jacob E. Peterson, Assistant Secretary; F. J. Taylor, Treasurer; John P. Brown, J. T. Trelick, George B. Stuart, J. H. Brown, J. L. Eringer, James L. Claghorn, William G. Northrup, Charles H. Watson, Henry Montgomery, James M. Aertsen, Directors.

A SPECK OF WAR.

The South Street Bridge.—The Contractor and his Men Confronted by a Force of Railroad Employees.—The Chief of the Railroad.

The progress of the work on the South Street Bridge, like that on all great improvements—side the public buildings and the beautifying of South Broad street—is constantly beset with obstacles. The greatest of these is the improvement in question is the pertinacious opposition which the railroad companies show towards it.

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CORPORATION ELECTIONS.

The Annual Meetings of Our Railroad, Insurance, and Business Associations.—The Officers for the Ensuing Year.

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NORTH PENNSYLVANIA R. R.

The Annual Report and Election.

The stockholders of the North Pennsylvania R. R. Company held their annual meeting today at noon in the office, No. 407 Walnut street. The eighteenth annual report of the Board of Directors was submitted, and which shows the operations of the company for the past year.

The increase in passengers was \$1,353,508 '82 " " in freight, 206,179 '49 " " in rents, etc., 715 '31 \$223,777 '68

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THE GREAT WEDDING CARD DEPOT.

The Latest Novelties in Visiting Cards, Wedding Cards, etc.

That cannot be equalled in style, and very low in price.

WM. H. HOSKINS, No. 913 ARCH Street.

SHERIFF'S SALE.

By virtue of a writ of fieri facias, do I directed, will be exposed to PUBLIC SALE OR VENUE, ON TUESDAY, Jan. 10, 1871.

At 10 o'clock A. M. on the premises, Nos. 224, and 226 RACE Street, THE STOCK AND FIXTURES OF A HAT AND CAP MANUFACTORY.

88 dozen assorted Cloth Hats, 20 dozen assorted Fur Trimmings, 25 dozen assorted Seal Caps, 24 dozen assorted Cassimere Caps, 24 dozen assorted Plush and Seal Trimmings, 10 dozen assorted Boys' Fancy Caps, 10 dozen assorted Italian Stuffed Hats, 11 dozen assorted Cloth Stuffed Hats, 10 dozen assorted Children's Velvet Turbans, 10 dozen assorted Italian and Silk Stuffed Hats, 10 dozen assorted Italian Caps, 10 dozen assorted Boys' Straw Caps, 10 dozen assorted Straw Hats, 10 dozen assorted Plush and Cloth Spanish Caps, 66 dozen assorted Straw Hats, 10 dozen assorted Children's Velvet Turbans, 24 dozen assorted Fur Trimmings, 10 dozen assorted Boys' Straw Caps, 10 dozen Shakers' Bodies, 10 dozen assorted Straw Hats, 10 Nutria Collars, 7 Beaver Collars, 19 dozen assorted Cloth Hats, 21 dozen assorted Cloth Hats, 10 dozen assorted Wool Hats, 10 dozen assorted Fur Caps, Lot of Cap Boxes and Cases, 20 dozen Cloth Hats, 10 dozen Boys' Light Felt Hats, 10 dozen Boys' Light Felt Hats, 6 dozen assorted Straw, 4 dozen Boys' Light Felt Caps, 4 dozen Boys' Black Caps, 8 dozen Men's Light Felt Caps, 20 dozen assorted Hats and Caps, Lot of Cloths, Cassimeres, Lot of Linings, etc., 12 dozen assorted Fur-trimmings, 18 Sewing Machines, 100 assorted Books, Furniture of Manufactory, 200 of the Office, Seized and taken in execution, and to be sold by WILLIAM R. LEWIS, Sheriff.

THE STRONGEST AND BEST-SECURED INVESTMENT NOW OFFERED IN THE MARKET.

7 PER CENT GOLD First Mortgage Bonds.

Coupon or Registered, and free of U. S. Tax, PRINCIPAL AND INTEREST PAYABLE IN GOLD.

ISSUED BY THE Burlington, Cedar Rapids, and Milwaukee R. R. Co.

The small remaining balance of the Loan for sale At 90 and Accrued Interest in Currency.

Interest payable May and November.

J. EDGAR THOMSON, CHARLES L. FROST, Trustees.

The bonds are issued at \$20.00 per mille against the portion only of the line fully completed and equipped.

The greater part of the road is already in operation, and the present earnings are largely in excess of the operating expenses and interest on the bonds.

The balance of the work necessary to establish through connections, thereby shortening the distance between St. Paul and Chicago 45 miles, and 90 miles to St. Louis, is rapidly progressing, in time for the movement of the coming grain crops, which, it is estimated, will double the present income of the road.

The established character of this road, running as it does through the heart of the most thickly-settled and richest portion of the great State of Iowa, together with its present advanced condition and large earnings, warrant us in unhesitatingly recommending these bonds to investors as, in every respect, an undoubted security. A small quantity of the issue only remains unsold, and when the enterprise is completed, which will be this fall, an immediate advance over subscription price may be looked for.

The bonds have fifty years to run, are convertible at the option of the holder into the stock of the Company at par, and the payment of the principal is provided for by a sinking fund. The convertibility privilege attached to these bonds cannot fail to cause them, at an early day, to command a market price considerably above par. U. S. Five-twenties at present prices return only 4 1/2 per cent. currency interest, while these bonds pay 5 1/2 per cent, and we regard them to be as safe and fully equal as a security to any Railroad Bond issued; and until they are placed upon the New York Stock Exchange, the rules of which require the road to be completed, we obligate ourselves to repay at any time any of these bonds sold by us after this date at the same price as realized by us on their sale.

All marketable securities taken in payment free of commission and express charges. HENRY CLEWS & CO., No. 32 WALL Street, N. Y.

LEGAL INTELLIGENCE.

Accused of a Serious Charge. Court of Quarter Sessions—Judge Finster.

This morning Mr. Charles H. Watson was tried upon the charge of perjury. On the part of the prosecution it was alleged that the defendant was sued to a civil court for the purchase of a house in Ninth street that he had purchased as upon his first affidavit of defense was him to have judgment entered against him for his insolvency, but that he filed a supplemental affidavit, setting forth that the consideration was illegal because the house was used for a gambling-hell, of which fact he was ignorant at the time of the purchase, and upon this latter affidavit a trial was awarded. The matter contained in this affidavit was alleged to be false, but there was no proof whatever to sustain this allegation, and the jury, without requiring any evidence from the defense, rendered a verdict of not guilty.

Court of Quarter Sessions, Allison, P. J. This Court is to-day occupied with the trial of James Hassen, charged with violating the person of